

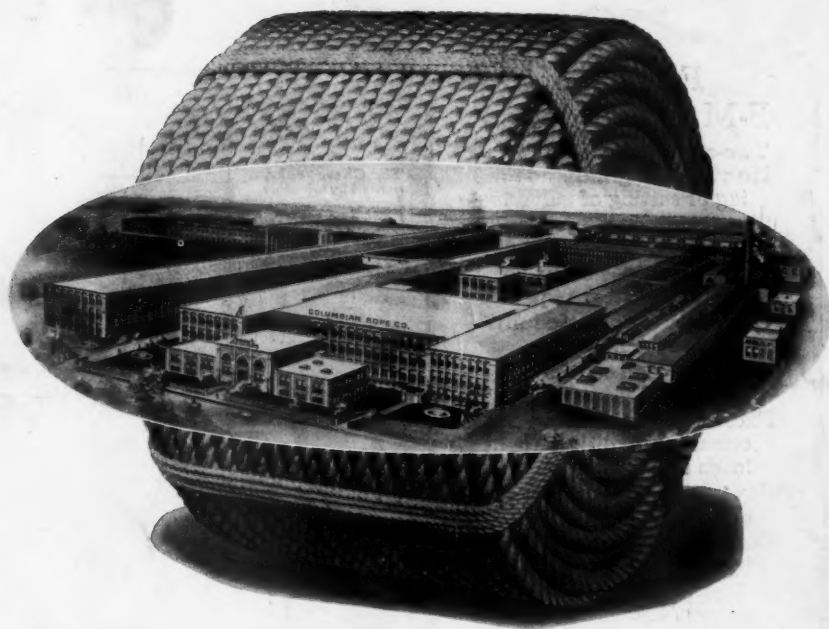
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VOL. VIII

Registered U. S. Patent Office

FEBRUARY, 1927

No. 1



V. 8
Feb. 1927 -
Jan. 1928.

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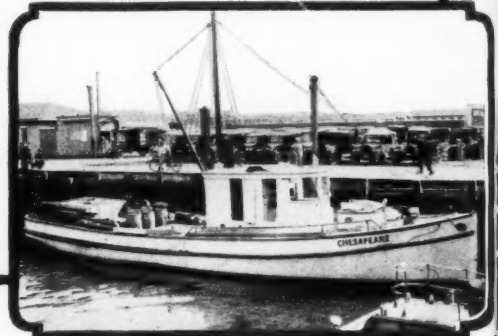
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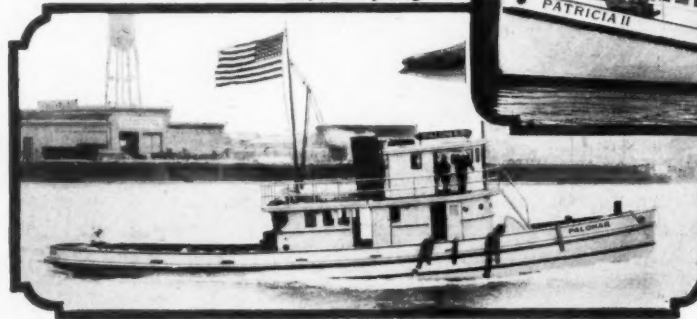
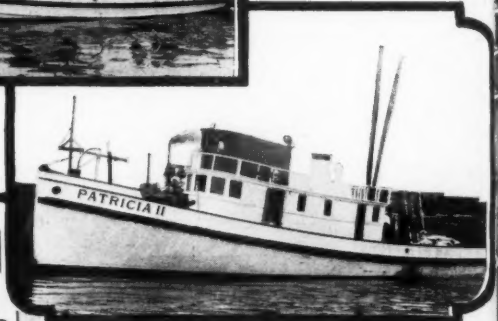
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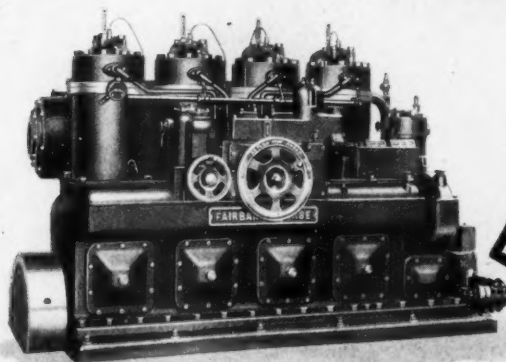
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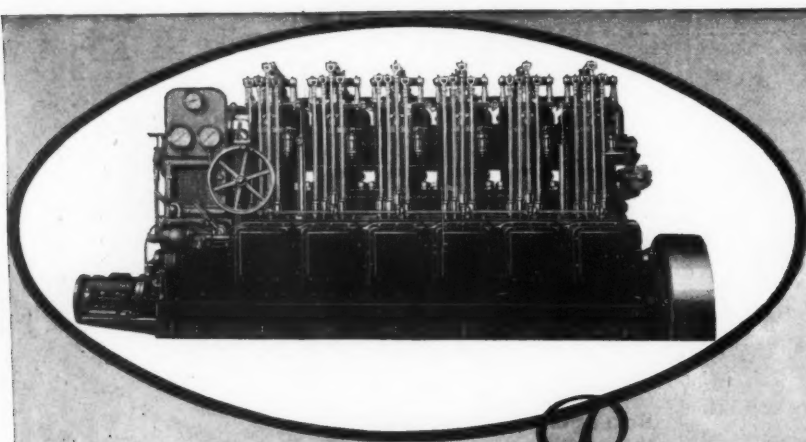
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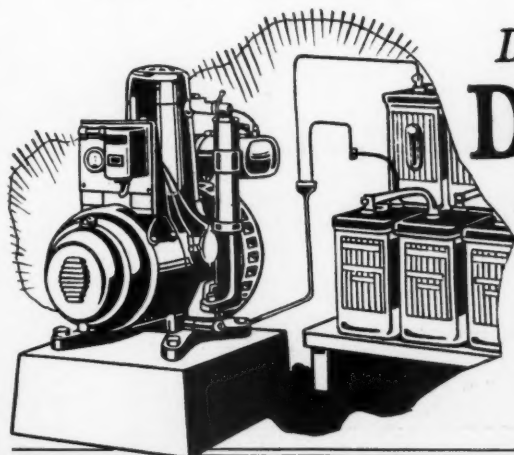
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in extra long-
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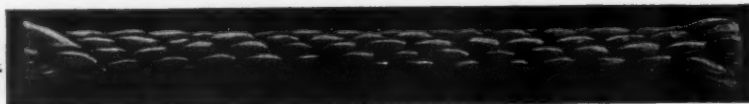
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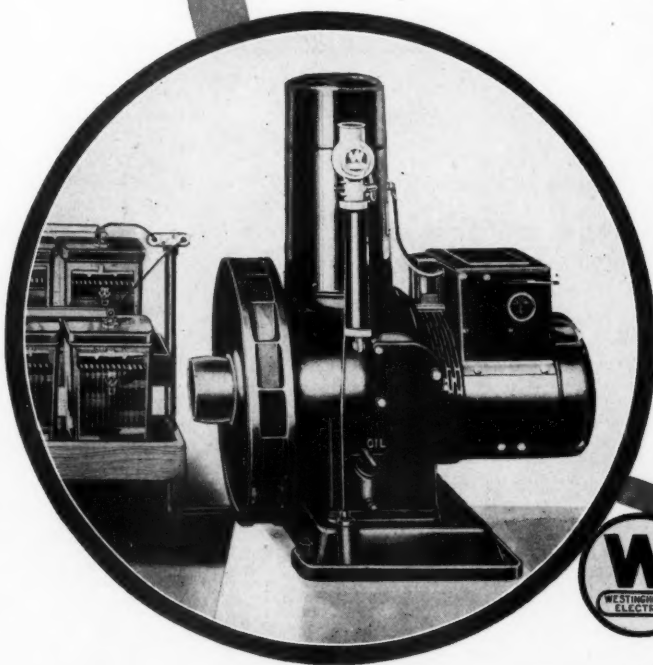
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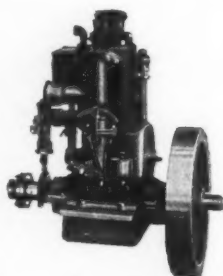
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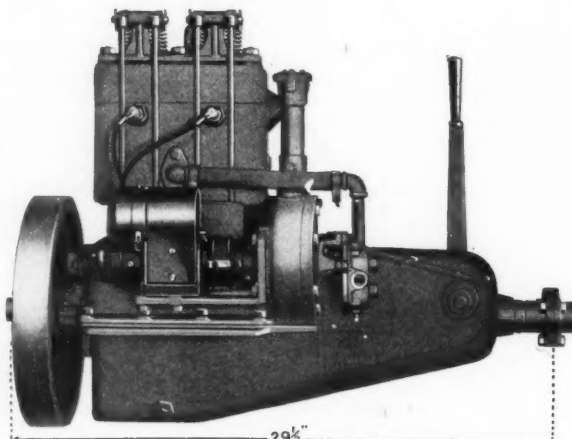
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FIG. 71

Lane Canvas Trawl Tub

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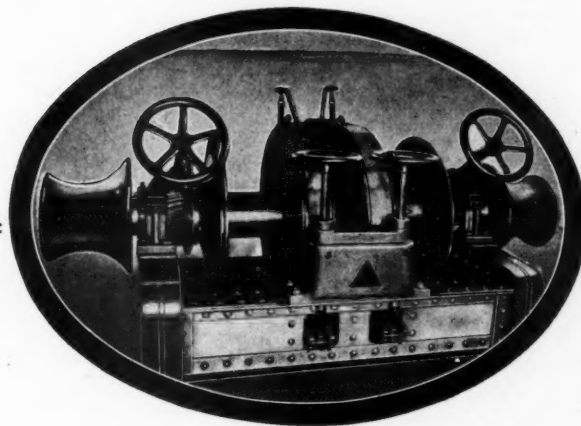
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MODEL A.

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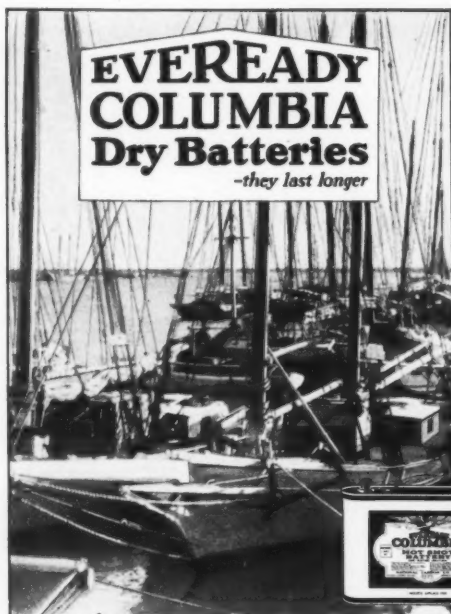
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Whitlock WATERFLEX Rope should not be confused with the various makes of cordage which are offered as superior to "ordinary" rope. It is obvious that all brands not possessing the patented Whitlock water-resisting feature should be classified as of the ordinary type when contrasted with WATERFLEX, because of the latter's many outstanding advantages.

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This trade mark on a spool stands for good wire rope. Made in New England by New England workmen. There is no better rope to be had for towing warpor standing rigging. Longer life and better service, and costs no more.

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Not A "Trade Paper"

The ATLANTIC FISHERMAN is a paper for fishermen—producers—the men who actually fish for a living. It does not purpose to cover the fish trades; nor does it wish to be looked upon as a "trade paper." Rather do we like to think of it as a home paper for fishermen.

Our first care is that its pages be readable, for we believe that matters of human interest and practical vocational help are more to be desired by our readers than stereotyped "trade notes" and dry-as-dust statistical matter.

We want it to be regarded as a steady and reliable source of information, profit and entertainment by that vast army of 150,000 workfolk which constitutes our field.

Atlantic Fisherman

A "FARM" JOURNAL FOR THE
HARVESTERS OF THE SEA

Vol. VIII. FEBRUARY, 1927 No. 1

LEW A. CUMMINGS.....President
FRANK H. WOOD.....Managing Editor

Published Monthly at
92 West Central Street, Manchester, N. H.

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Nor shall we attempt to adjust trifling disputes between subscribers and honorable business men. This offer holds good for one month after the transaction causing the complaint.

To take advantage of this guarantee subscribers must always state in writing to or talking with any of our advertisers: "I saw your advertisement in ATLANTIC FISHERMAN."

Urgent and Important

THE following letter, under the heading, "Urgent and Important," has been sent to members of the U. S. Fisheries Association by Dana F. Ward, President. It states clearly its purpose and also the reasons why the industry as a whole should "bear down on getting this appropriation." Although many producers are not in accord with some of the activities and proposals of the Association, this is a matter which is broad enough to benefit fishermen as well as dealers, and therefore should have the backing of all. The editor suggests that if readers do not care to copy Mr. Ward's entire letter that you merely write your Congressman, "I favor the proposal outlined on the enclosed," tearing this page and sending it along with your letter.

1. The United States Fisheries Association after a careful survey of existing conditions in the Fishing Industry and Fish Trade of the United States, has come to the conclusion that the expansion and development of the whole industry and trade depends almost entirely upon two factors, viz: (1) larger markets created by the distribution of a high quality product; (2) utilization of unmarketable fish and all fish waste.

2. Under these two heads, the Fishing Industry and Fish Trade find themselves confronted with a number of difficult and complex problems—problems of a nature which can only be solved by the help of the Government through its Bureau of Fisheries.

3. We are anxious to have the Bureau of Fisheries through its Division of Fishery Industries, undertake a thorough investigation into the problem of maintaining the quality of fish from the time it is taken from the water until it reaches the consumer's table. This involves investigations and experiments on board fishing vessels, in the handling, dressing,

and keeping of fish at sea, on the docks, in packing rooms and all through the various avenues of transportation to the ultimate consumer. It requires experiments and tests with preservation and refrigeration systems, with shipping containers and packages, with railroad cars and marketing methods.

4. It involves a study also of filleting methods and the development of labor-saving machinery for fish cutting.

5. The elimination of the waste that is attendant upon the marketing of fish and the manufacture of useful products from the heads, skins, viscera—dressed fish offal—presents a problem that demands solution without further delay. The tonnage of this waste runs to imposing figures and at present the bulk of it is a dead loss. In addition there is the vast tonnage of inedible and unmarketable fish and material which the fishermen are forced to throw back into the sea. This waste should not be thus discarded, but the problem of its profitable utilization is beyond the time and means of individuals and concerns in the industry and can only be adequately solved by a Government Bureau, properly equipped with the necessary technically-trained personnel.

6. The U. S. Fisheries Association is so impressed with the importance of these matters to the whole industry that it feels

that it is strongly justified in urging that the Government appropriate the sum of \$100,000.00, said sum to be granted the Bureau of Fisheries, Division of Fishery Industries, for the sole purpose of enabling it to devote itself to investigation and solving the problems outlined above.

WHAT HAS BEEN DONE FOR THE FISHING INDUSTRY?

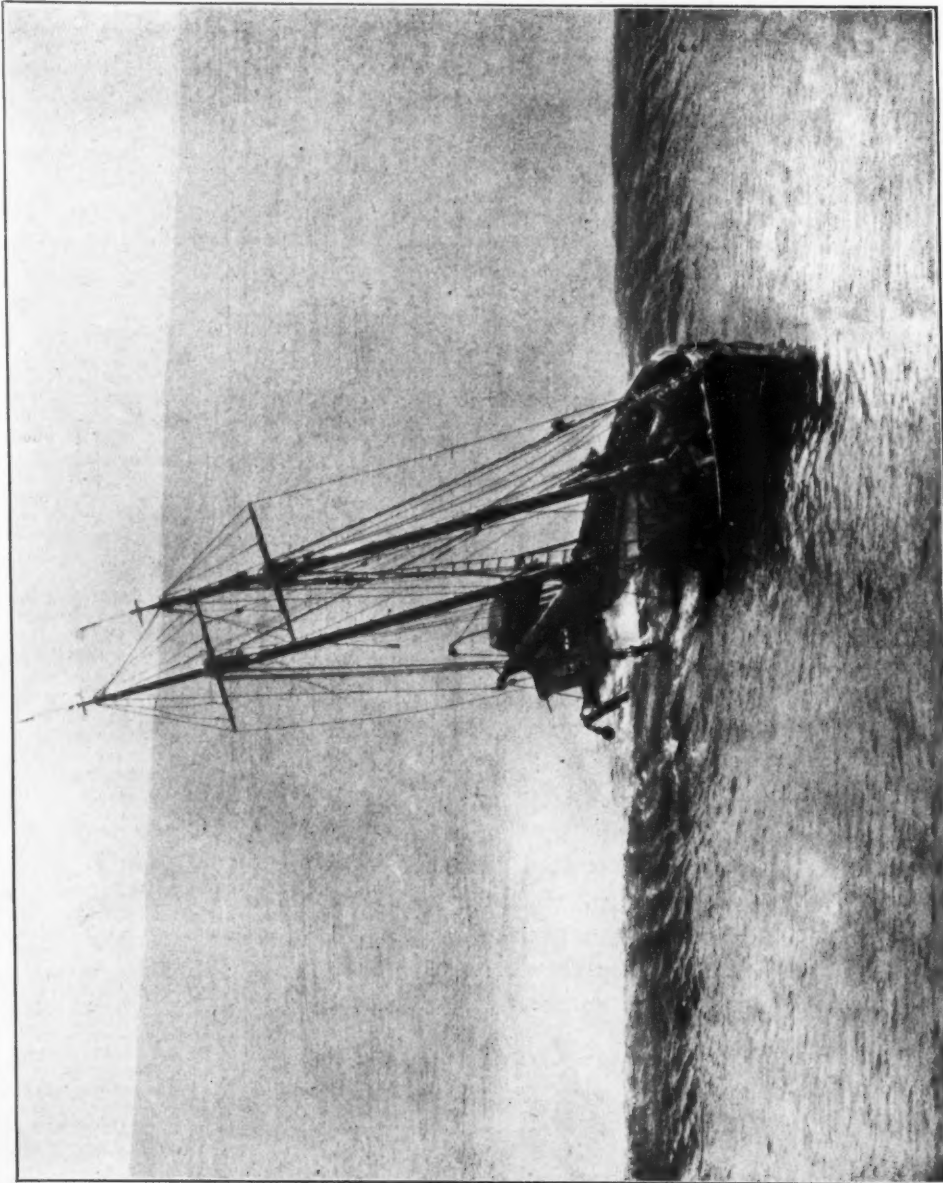
When we consider the vast sums of money that are granted to the aid of the farmer and other industries; when we reflect upon the affluent state of the United States Treasury and the sums that have been taken from the fishing industry and fish trade in *taxation*, it is about time that we made a concerted and determined effort to secure some financial support for our Bureau of Fisheries that it may undertake some of the work on behalf of our industry that has been *so long neglected*.

The awarding of appropriations is directly in the hands of the Director of the Budget. This is General Lord. If we are going to get action on this matter, it is necessary that you write immediately to your Senator and Congress-

(Continued on Page 21)

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Sch. A. Roger Hickey

Ashore off Nigger's Hollow, January 2

The *Hickey*, 68', was built by Capt. John Hickey two years ago, and has been a successful dragger since. She was considered one of the finest boats of her type, being modern in her equipment, well powered and staunch in construction. She struck before dawn, and all hands were taken safely ashore in the breeches buoy at sun-up by the Coast Guard at Ca-
hoon's Hollow. The vessel was a total loss.

Wide World Photos

ATLANTIC FISHERMAN

"The Fisherman's Magazine"

The Only Publication Devoted Exclusively to the
Fishing Interests of the Atlantic Seaboard

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Vol. VIII.

FEBRUARY, 1927

No. 1

Fishing Boats of Martha's Vineyard

Their Origin and Development

By Joseph C. Allen

IN order to determine what sort of a craft the first Vineyard fishing boat was, it is first necessary to discover who or what the fisherman himself may have been. This is something that history does not relate, and in fact there is very little history which bears on the subject of boats and gear, not only in the early days of the development of the industry, but even in more recent years.

Records of boat builders might give some authentic figures for the last half century, but previous to that, most knowledge of Vineyard fishing boats and gear is a matter of tradition rather than record.

Bark Canoe First Fishing Boat

To begin with, the Indian was the first fisherman that is known to have inhabited the Vineyard. He is mentioned in the reports of Gosnold, Captain John Smith and others as venturing out on the waters of the sound in a

As the size depended on the size of the tree from which he took the bark, it does not seem reasonable to suppose that the Vineyard canoes were much larger than the present manufactured article, since there is no mention made in history of unusually large birch or maple trees.

Indians Preferred Birch

We can be fairly sure that these were the trees which furnished the bark for the first Vineyard fishing boats, since the art of canoe making originated on the mainland, and our own Indians belonged to the mainland tribes who preferred birch bark.

The general method of construction was to take the bark from the tree trunk, shape and fasten the bow and stern together with thong lacings, and then shape and secure the hull by bending in a framework of green sticks which were laced in position. As the canoe was fairly "broad-



A NOMANSLAND BOAT

One of the last of a famous fleet. Beautifully constructed, these boats will stand up for years after being abandoned.

bark canoe, and also off the south side for whales. The bark canoe, therefore, is the first boat that we know of, although dugout canoes have been mentioned by writers at various times.

In the case of the bark canoe, it was probably much like all others of Indian manufacture. The styles in bows and sterns and the manner of ornamenting seem to have been about the only ways in which the canoes of different North American tribes differed.

As to their size, it does not appear that there was any standard set. In different reports of explorers there may be read accounts of canoes carrying from one to ten paddlers, and it seems likely that the Indian built his canoe as large as he was able.

bellied", this left the sides very low, especially in the waist, and it was necessary to build up the entire length in order to gain more free-board.

Much of the joining was done at the waterline or a trifle above it, and raised and hooded bow and stern were laced in place and then the gunwales, long slender saplings were bent into position and laced firmly to the bark. They were held apart by stretchers, of which there were three or more, according to the size of the canoe. All seams and cracks were stopped up by some sort of caulking. As rosin was plentiful on the island, it is probable that the Indians used that, although it was not always used on the mainland.

This then is a general description of the first fishing boat launched in Vineyard waters and which with its stone an-

chor, stone sinkers and lines of wild flax or sinew, constituted the equipment of the first Vineyard fishermen.

Explorers Bring New Types

When the white explorers came sailing into Vineyard Sound they brought with them various types of ships' boats in which to land or explore shallow water. Almost the first thing they did was to try their luck at fishing, and according to Gosnold their luck was so good that "countless numbers encumbered the ship's deck and had to be thrown overboard".

The boats spoken of in the reports of these early voyagers are longboat, gig, wherry and shallop. The last named may have been applied to any small boat, although there was a distinct type known by that name. The longboat and gig were heavy ships' boats, especially the former, which was designed for the boating of cargo or the landing of troops. Longboats of 60 feet in length are mentioned in later history and such craft were nearly always of such size as to fill one side of the waist when hoisted aboard the ship.

The gig was much smaller, although heavily built and required four to eight oarsmen. Lug sails were carried on these craft, the masts being unstepped when the oars alone

but for some reason this arrangement does not seem to have been popular. What these men wanted was a light boat that would stand sea, one that could be pulled by one man or sailed if the wind was fair, a boat that would carry a ton of fish, and yet small enough to be hauled up on the beach without cradle or windlass.

Designed Distinctive New Craft

This seems like a very large order, but the early Vineyarders were equal to the task of filling it. They had seen and used the bark canoe of the Indians, for there was much friendly intercourse between red men and white. And they also were familiar with the Dutch "pink" or galliot, the first craft which might properly be called a schooner.

The pink was sharp at both ends, rigged with two masts carrying sprit-sails and a forestaysail. But the craft itself was much too large for the fisherman of that period, being 70 to 80 feet in length and of as much as 100 tons burden.

The boat designed by the Vineyarders embodied certain characteristics of both the pink and the canoe. She was built of light oak timbers and cedar planking, copper-fastened in most cases. She was sharp at both ends and wholly open fore and aft, with a graceful sheer and rather short run.

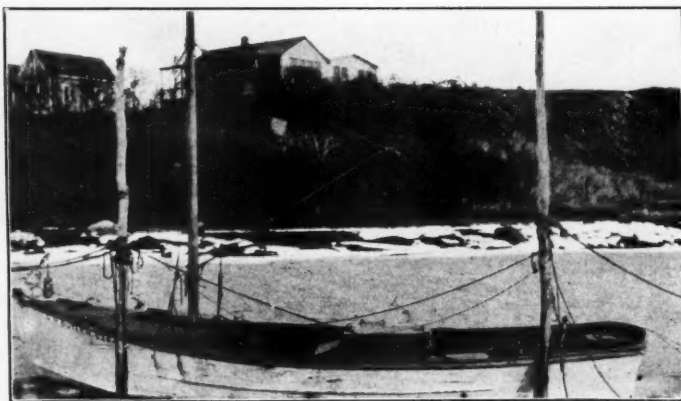


THE LAUNCH MODEL

Equipped with derrick and power-winch, which now takes the place of the Nomans-land boat.

A V-BOTTOMED LOBSTER BOAT

Strictly a Vineyard product and said to be the fastest craft under canvas for her size that ever sailed in Vineyard waters.



were used. As for the wherry, it was a light boat for rowing and being of very low freeboard, may have resembled a long narrow skiff or Whitehall boat.

Too Heavy for Common Use

It is not really important that we should study the construction of these boats at great length, because they were not used to any great extent by the fishermen. First of all, it required a crew to handle them in a calm and they were too heavy and unwieldy to be hauled upon the beach.

This last mentioned matter was one of the greatest importance, for as soon as the Island began to be settled, every farmer was at once a fisherman as well. It was one of his yearly occupations to lay in a stock of salt fish for winter use at home, and there was a ready market for all the surplus that he might accumulate.

Two men might, and probably did, go together in a boat,

Keel Instead of Centerboard

She had a fairly deep keel, but no centerboard, was lapped-straked and had two short masts of equal length, carrying sprit-sails. Although fairly beamy for her length she could be pulled with comparative ease, and four thwarts crossed her hull, "kneed" into place upon which the very life of the boat depended. No mention is made of any other method of steering other than by a rudder hung on the stern-post, and equipped with a tiller. Neither has any tradition been preserved of the use of "lee-boards" but as these last were used on some of the coasting pinks, the fishermen may have also used them. The boats were from 16 to 18 feet in length, ordinarily, although the story has been told of one that had a 22 foot keel, and which may have been 25 feet over all. This boat was owned by John Tilton and used at times for freighting.

ATLANTIC
FISHERMAN
VOLUME
XIV
NUMBER
2
FEBRUARY
1927

Thus we find the early Vineyard fishermen equipped for fishing or whaling, with their boats hauled up along the shores at frequent intervals from Cape Pogue to Gay Head along the sound side of the Island. Each man had his own landing pier where his boat was hauled up on a greased ladder by oxen, and the location and names of many of these landing places are known today by some of the older Island residents. Where there was shelter or an unusually good beach, a small fleet of these boats might have been found, like Lambert's Cove, for instance, although it will be noted that it is known by a person's name, presumably his first name, and no doubt came to be thus designated by reason of some Lambert being the first to use it as a harbor.

Called Them Nomansland Boats

As time went on, the fishermen found that better fishing was to be had outside the sound, and by making use of Nomansland as a base from which to direct their pursuit of the cod they could put in a full day of deep sea fishing without venturing too far from land for safety. The boats, still built on the same lines were just what was needed for this sort of work and by reason of their adaptability became known as Nomansland boats.

the only metal which these fastidious boatmen would allow. Then came improvements.

Improvements Added

It was slightly over 60 years ago when Peres Horton of Vineyard Haven put the first washboard and curbing on a Nomansland boat. This made them much more comfortable and added about four inches to the height of the gunwales. About this time, too, George Butler equipped the first boat with a centerboard. But the finishing touches were added to the already beautiful craft by William Mayhew, also of Vineyard Haven.

His first improvement was the gaff, which was pronounced ridiculous. It was said that such a sail would hang off and prevent a boat from doing her best sailing. Incidentally it was reported that Will Mayhew rigged his sail with halliards because he was too lazy to roll up a sprit-sail. But that didn't discourage the inventor. The next season he rounded off the foot of the stern post so that the boat could be launched either bow or stern first, and with that, the development of the Nomansland boat ceased. All boats built since that time have had the rounded stern-post, and all have carried a gaff sail, but long before the fishermen began to install gasoline engines the jigger was left



Above: CATBOATS. A fleet numbering close to two hundred is used by the Edgartown quohaug fleet. Those shown are in Vineyard Haven. Right: Daniel Vincent of Chilmark, veteran boat builder who is the only living builder of Nomansland boats.

Lower: One of our little otter trawlers which is also a lobster boat. Right: More of the little draggers. All of these are lobster boats also. Observe the catboat with mast stepped aft for hoisting.

Just when the foresail was increased in size and the mainsail cut down to a jigger, is not known, but this was the only change made in the original model and rig until somewhere about 60 years ago. Building Nomansland boats had by that time become an art, and every man who used one built it if he could. If not, he tried to add something to its value as a practical fisherman's boat.

Only natural bends were used for knees and timbers. The wood had to be cut at certain times of the year and religiously seasoned. It must be turned from time to time to prevent warping and no stick could be used, which contained knots or other imperfections. The planking was the clearest of cedar and was joined with such exactness that no caulking was used. Not a single nail or rivet of iron was used on any part of the boat or rigging. Copper was

off, and a single sail carried.

In the case of the true Nomansland boats this sail did not always carry a boom, being equipped often with a "club". Where the boom was used, the sail was not commonly laced down but simply fastened at the after clew. It will be noted that the term, "true Nomansland boat", is used. This is because there were numerous large "double-enders" built, with half-decks, carrying a true cat-rig with the sail laced to the boom and sheet-blocks running on a traveller. These steered with a tiller like the smaller craft, the traveller being raised to permit the tiller to be worked underneath it.

Both types of boats are rare in Vineyard waters today, their popularity having waned with the advent of the auxiliary gasoline engine.

(Continued on Page 24)

Diesel Engines for Fishing Craft

THERE is a fine atmosphere of romance about the tall sparred sailing craft. The fishing schooner with her topmasts up and all duck set, makes a grand picture but it is a great satisfaction to have power aboard. Fishermen know it now days and it is hard to get men to ship in an unpowered vessel.

The fishing craft without either full or auxiliary power has become the exception. Fishing profits depend on being able to get around rapidly and when desired, and so there is not much argument against the additional cost of equipping a craft with power. There is, however, still some choice as to the type of engine which is best suited for fishing service.

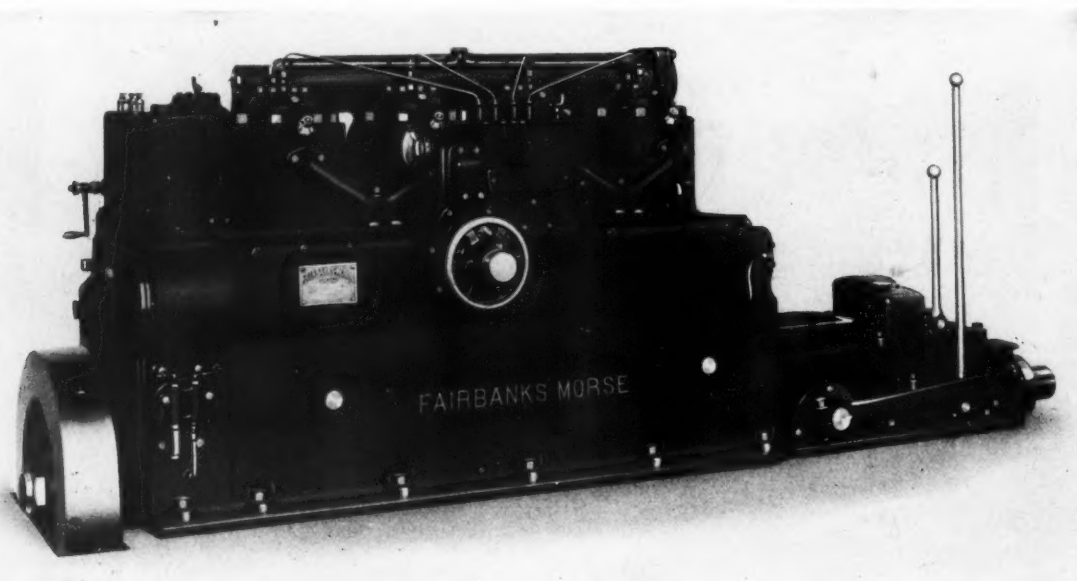
In the past few years the heavy oil engine has almost supplanted the gasoline engine for fishing service particularly in the larger sizes because of the lower fuel cost. Improvements in oil engines during the last few years have been very rapid and during the past two or three years practically all sizes have been brought out in higher compression types which start without the use of torches or electric heating elements.

Such engines are commonly known as Diesel engines and the engines requiring the use of a heating torch for starting are usually termed Semi-Diesels.

it enters the combustion chamber at about the time the piston reaches the top of its stroke.

Now, the big difference between the gasoline engine and the Diesel engine is the fact that the Diesel engine ignites the charge of fuel oil by the heat of compression. The compression pressure in a Diesel engine, that is the pressure of the air at the top of the cylinder when the piston is in its highest position, is about 500 pounds per square inch. In the gasoline engine this pressure is about 50 pounds per square inch. When the air is suddenly compressed to 500 pounds the temperature rises to approximately 1000 Deg. Fahrenheit.

When the fuel in the combustion chamber above the cylinder proper is ignited by the heat of the highly compressed air, the fuel charge begins to burn and the burning gases expand out into the cylinder driving the piston down. The combustion of the fuel is not as rapid as it is in the case of the gasoline engine. There is no explosive action but rather a slow burning of the fuel so that the expansive action is more nearly like that of steam in a steam engine. The piston moves on down and first uncovers the edge of the exhaust port and the burned gases expand into the exhaust manifold. As the piston moves on a slight distance further it uncovers



With its built in transmission and en-bloc cylinders this 4-cylinder 40 hp. marine Diesel presents a picture of simplicity and compactness.

The modern Diesel engine is a very simple machine, in fact even more simple than the average gasoline engine and its operation is quite easy to understand. In order to be able to compare the Diesel engine with the gasoline engine or to compare two or more types of Diesel engines it is necessary for the fishermen to have some slight knowledge at least as to how the Diesel engine operates.

The new 20 and 40 hp. Diesels which have recently been announced by Fairbanks, Morse & Company as an addition to their line are excellent examples of up-to-the-minute engines for fishing service. In order to understand how one of these engines operates it is necessary to refer to the cross section of the engine shown in one of the accompanying illustrations.

In this engine the fuel oil is injected into the combustion space above the cylinder proper by means of a plunger pump which is driven by a cam mounted on a shaft running along the side of the engine about half way up. This shaft is driven by means of gears from the main crank shaft. One of these plunger pumps is required for each cylinder.

The fuel is sprayed through a nozzle located at the top of the cylinder and the injection of the fuel is timed so that

the air inlet port and the air in the crank case which has been slightly compressed by the downward movement of the piston now flows up through this air inlet port and blows out the remaining burned gases. The cylinder is now charged with a fresh supply of air, the piston begins to move upward, closing the air inlet and exhaust ports and the cycle is repeated. At the time the piston moves up a new supply of fresh air is drawn through the valves in the crank case.

This is all there is to the operation of a modern, two cycle airless injection Diesel engine. There are, however, other types of Diesel engines such as the 4-cycle air injection type. The 4-cycle engine requires both inlet and exhaust valves. The air injection Diesel requires the use of high pressure air for atomizing the fuel oil. That is, in this type of engine air at about 1000 or 1200 pounds pressure is carried to the tip of the injection nozzle; the fuel is actually blown into the engine and atomized by this method. In this case the fuel is usually blown directly into the cylinder itself.

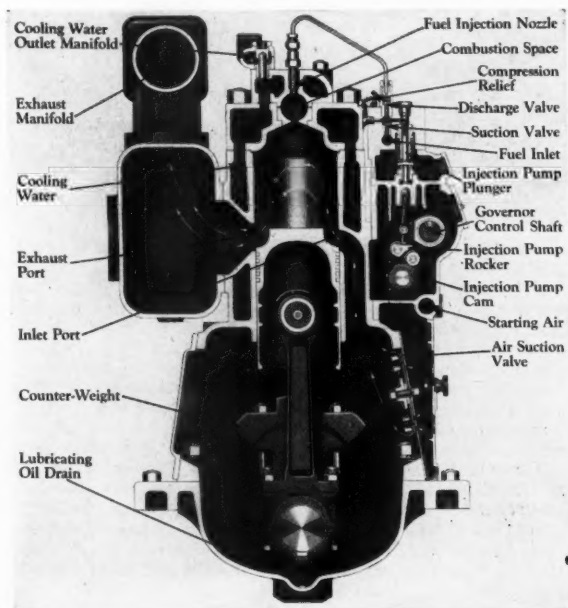
By using the combustion chamber just above the cylinder the same effect is obtained as when high pressure air is used but without having the added complication of a multi-stage air compressor.

If there is any one feature that the fisherman demands in an engine it is simplicity with reliable operation. The fewer parts there are on an engine, the less possibility there is for trouble. The two cycle, airless injection Diesel engine, as illustrated, is as simple an engine as it is possible to build.

The reliability of Diesel engines has been greatly improved in the past few years by improved manufacturing methods. There has been as much progress made in the building of Diesel engines as there has been in the building of the automobile engines. In fact, the modern Diesel engine is fully as well built as the engine in the highest priced automobile.

A Diesel engine of the type illustrated, is almost automatic in its operation. The lubricating system is entirely automatic and requires practically no attention. Every part of the engine is lubricated by streams of oil forced under pressure by means of a pump or a mechanical lubricator. There are no places on the engine which must be oiled or greased by hand.

The big advantage of the Diesel engine is the low fuel cost. The full Diesel, that is the high compression type, will burn very low grades of fuel and will burn them more efficiently than the lower compression or semi Diesel types of engine. It is quite easy to see that the higher compression, the higher the operating temperature and hence the more complete is the burning of the fuel. It is for this reason that the Diesel en-



Section through cylinder of 20 hp. two cycle airless injection Diesel engine.

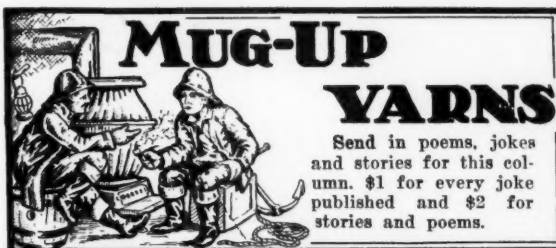
gine is so much more efficient than the gasoline engine. The gasoline engine not only requires a higher grade of fuel but burns it much less efficiently than does the Diesel engine. Fuel for Diesel engines can be purchased for from 3 to 8 cents per gallon, depending on the locality and the quantity which is bought.

As the Diesel engine consumes very little fuel per horsepower hour it is possible to carry enough fuel for an extended trip. There have been many instances where Diesel equipped tow boats have made non-stop trips of several thousand miles and in many cases larger types of fishing craft, equipped with mechanical refrigeration, have remained away from the home port for several weeks at a time. This is particularly true with some of the large tuna boats in Southern California waters.

At one time the Diesel engine was not as flexible in operation as was its competitor, the gasoline engine. The latest Diesel engines are greatly improved in this respect until they will throttle down practically the same way that a gasoline engine will.

The new Fairbanks-Morse Diesel is equipped with both manual and governor control. In this control a half turn of

(Continued on Page 19)



A Shark Tale

By Joseph C. Allen

DON'T tell me about your cat-boats
Or your launches built for power
With their fancy stream-line models
That make thirty knots an hour!

I, myself have made a record,
No one else has ever beat it.
And if you want some real racin'
I'll go out now and repeat it!

Forty year ago and longer
When I used to be a-boatin'
There was not a better boatman
On the sound out there a-floatin'.

It was sails and oars in them days
And we had to be contented
With the wind the good Lord sent us
Fer gas engines wa'ant invented.

I was lobsterin' that season
And I set around the edges
Of the shoal outside the lightship
And to westerd on the ledges.

Well I laid out there one mornin'
In a dead-flat calm a-swearin',
With the sun so hot it scorched, the
Flannel shirt that I was wearin'!

And I just had shoved my sweep out
Through the thole-pins on the quarter,
When right underneath my forefoot
A big swing-tail shark broke water.

I just grabbed my swordfish iron,
All I had to do was shove it,
And I got him at the back-fin
Or a little mite above it.

Made the line fast to the bow-cleat,
Hopin' that he wouldn't fill her,
Hove a brick to head him easterd
And jumped aft and grabbed the tiller!

And that sharkfish towed me in, sir,
Faster than I ever travelled.
For the wind we made, it whipped me
Till my clothes were torn and ravelled!

And the water all around me
Like a black squall was a-roarin'
Till he turned his belly upwards
Not two boat-lengths from my moorin'.

We had made just nineteen sea miles
When that sharkfish kicked the bucket
In exactly twenty minutes
From the time that I had struck it!

Now if you can find a gas-boat
That sails anywhere anigh it,
I'll go catch another shark, and
If you want to race, we'll try it!

Liverpool Jarge

By HALLIDAY WITHERSPOON.

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YARN VIII

AUGUST. Ninety in the shade. Mid afternoon. Anderson's restaurant and bar at the head of Long Wharf. I had dropped in for something cooling and found Mr. John Savage Shaghellion the only customer,—if he could be called that,—occupying the big front room. The fat barkeep slept among his bottles and a semi-somnolent waiter leaned against a post and puffed languidly at his Camille cigaroot.

John had his chair tilted to the wall under the open window where the breeze could fan his neck and was studying the pictorial annex of a Metropolitan Sunday paper.

He looked up as I entered, batted his eyes, rolled 'em, made a rasping sound in the back of his throat, gulped like a hooked haddock and enunciated brokenly.

"B'loons!" he said, b'loons!"

A glance at the rotagraveured supplement showed an attractively reproduced photograph of a German observation balloon being shot down in flames and trailing across the sky at the apex of a becoming plume of black smoke.

"B'loons!" repeated John, flapping his hand vaguely before his face.

The lethargic waiter suddenly came to life, shot his butt and stepped nimbly across the room on his toes. He laid his hand heavily on John's shoulder.

"C'mon," he said gently, "come out of it." And then in apology to me. "When these old fellers get to pickin' 'em outer th' air this hot weather it's time for 'em to drag their feet."

Shaghellion let his chair down with a bang and shook off the waiter's hand.

"Leggo me," he snarled. "Nothin' the matter with me. Only when I see a b'loon I always gets a gone feelin' in my stummick. I got to have a stim-'ant quick. Whiskey by choice but beer if there ain't nothin' better."

I ordered beer.

"Bring me a cannibal sandwich, too," suggested John. "And make the Hamburg rare and plenty and a lot o' chopped onion."

"B'loons," he went on when the waiter had gone, "always makes me faint like my insides was droppin' out. Same as goin' up stairs in the dark and reachin' for another step that ain't there; or fallin' from aloft or wakin' up in a strange fo'castle."

"Go ahead. Spill the yarn," I commanded.

"Wait till I've et," said John.

For a matter of ten minutes the old gentleman applied himself to his raw meat, his onions and his beer. He finished the last crumb and pushed back his plate.

"Once," he said, "me and Liverpool Jarge was on the beach at Aden and it was hot. And it was hot in the stoke hole of the Persiana. Only there warn't no beer there. Buy another bootleg of that good ale and I'll tell you the very sad story about how Jarge died and what makes me sick when I see b'loons."

I called the waiter again. John sunk his muzzle in his and when he came up for air he spun this one:

"Me and Jarge comes off a long voyage once in London with our pockets full of tin. We takes lodgin' in Pennyfields next door to a very tidy pub with a yeller-haired barmaid named Gwendolin. Jarge got very lovin' with Gwendolin the first night and asked her to marry him and she said she'd see. He hadn't any chance with her as he might have knowed because she said so herself when I dropped in early next day for a pick-me-up and she giggled and says: 'Now Mr. Shaghellion, ain't you terrible,' when I chucked her under the chin. But Jarge didn't know—the poor swab.

"Gwendolin had a cat she was very fond of named Luther. Luther was a tough cat built very beamy forrard like a lion with both ears chewed off and one eye gone from fights and a mean look in the other and only half a tail. He drank beer and sometimes a little spirits and was very savage at all times, but with two or three drinks under his belt he'd claw his best friend."

"Jarge hated cats as a rule. But he made up to Luther for Gwendolin's sake and bought him beer, although he hated to, being very careful of money when in his right mind. About the third night Jarge gets a very bright idea and says how he'll have a portrait of Luther tattooed on himself. And he tells Gwendolin and says he's full of sediment and how lovely it'll be to look at Luther's picture because she loves him—Luther, not Jarge."

"Jarge got very interested talkin' and reaches over kind of fond and awful careless and pats Luther on the head. That was a bad cat as ever was. He hadn't any sediment in him and he lit on Jarge with all fours and clawed his hand some-thin' murderous. Jarge says nothin' for as much as a minute, but turned a beautiful purple, and then he hits the cat a cuff onto the floor and then he boots him. Luther flew against the wall and died."

I've heard say cats has nine lives, but Luther must 'a lost some before in fights."

"Gwendolin come out from behind the bar with a bung-starter and we went away. After that we took a long walk and stopped in several pubs and had some goes of rum and directly we comes out on Trafalgar Square. And Jarge sets down on the kerb and puts his face in his hands and cries over Luther. He says how Luther likely had a better side to his nature only he'd been brang up wrong and kept bad company. After he'd cried quite a while he looks up and sees the stone lions on the Nelson statue and he gets another bright idea. The lions looks like Luther Jarge says and he fancies it would be a compliment to take Gwendolin one for a keepsake."

"So he starts to swarm up the side of the monument. Only two bobbies came just then. After that there was a kind of fight and Jarge used his brass knuckles an' one of the bobbies laid down in the gutter and one leaned against a post and spit out some teeth. All I remember about the rest of the evenin' was when Jarge tried to pay for a go of gin with an ear he had and we got put out of a pub."

"I woke up next day in the fo'castle of the Persiana with a nasty taste in my mouth and Jarge was there too and the feel of deep water under foot. When I went up the ladder and stuck out my head the Nore was a mile astern and she was headin' into the channel chop."

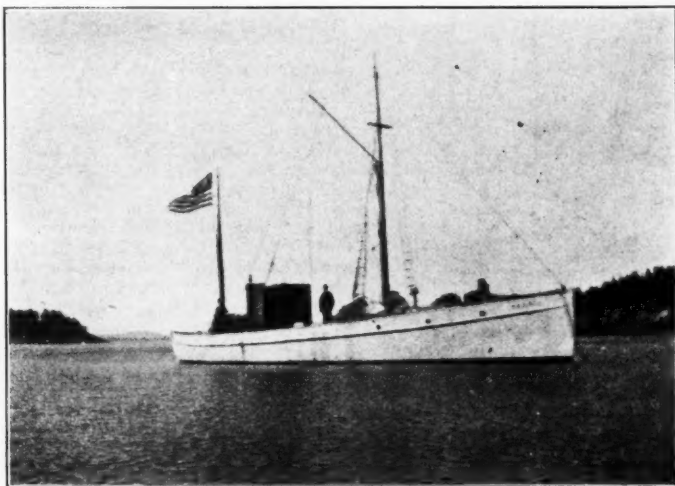
"The mate shows up directly and says how we're signed on as stokers. Jarge says we're sailors and never shipped in steam and he'd go to hell before he'll go in any stoke-hole. And I says so too."

"Very well," says the mate very soft, pickin' an iron pin off the rack. 'Suit yourself. But you'll go one place or the other danged quick.'

"And Jarge says he'll shovel coal. And I said so too. And we did, until we fetched the north coast of Africa and dropped the hook."

"I've been on worse ships than the Persiana. It comes out that this is some kind of a fool scientific expedition run by a science shark called Sir Humphrey Barr and they plan to send up b'loons and find out all about air currents and such. Me and Jarge gets in very soft with Sir Humphrey directly, being very thiefy with hemp and a marlin spike."





Sardine Boat *Medric*

One of the most up-to-date sardine carriers in the Quoddy is the *Medric*. She has been in service freighting to R. J. Peacock Canning Co. of Lubec since 1921 in command of Captain Meade Mallock. She is 60 feet long, 14 feet 6 inch beam, and 7 feet 2 inches deep. Powered with a 45 hp. C-O. Her capacity is sixty hogsheads. Captain Mallock of Lubec is a veteran, having been a sardine carrier nearly forty years. He has been in the fishing business all his life, and in the *Medric* since 1921 when she was converted from a seiner.

There was a lot of gear to get ship-shape and we worked on it.

"They get out a big b'loon and some blue gas tanks and rove the b'loon on a thin cable wound onto a drum. And lines with hooks run to the rail. And when they fill her up she tugs like the devil. They puts a lot of glasses and things in a little basket and after a bit Sir Humphrey gives orders to cast off and let her go. And we did.

"But somethin' is wrong with the cable and it snaps and the b'loon goes up like a rocket. Only the iron hook on the line Jarge casts off catches in his belt and up he goes too. He was a mile high and the b'loon no bigger than a shillin' before anybody breathed.

"And I picked up a pair of glasses Sir Humphrey had laid down and takes a look and it brang Jarge down close and he waved his hand at me very sad and went behind a cloud. And that was the last of Liverpool Jarge.

"He was entered in the log as lost overboard. And he was, but not like anyone else. Sir Humphrey said how he'd freeze to death. But I think not. Because four weeks after when we was passin' Gib I was swabbin' the deck and somethin' splashed in the slush bucket. And when I fished it out it was Jarge's clasp knife with his initials L. J. scrimshawed on the handle. And I give it to my nevvay afterwards. So I think how Jarge maybe landed on some desert star and likely he's there ever since, like Capt. Petrie and the Swede when they got washed up on an atoll in the Solomons.

Shaghellion ended his tale and peered at me shrewdly out of the corner of his eye. The story somehow pleased me. I must have showed it. Perhaps I grinned. Anyhow John hailed the waiter with a second mate's roar.

"Hey there!" he shouted, "keep bringin' beer till I tell ye to stop."

Morse Diesels in 20 and 40 hp. sizes are built non-reversing and so it is necessary to have a gear shift for reversing. This transmission is built in as a part of the engine and is built with the same care and with the same high grade materials as the engine itself. This gear shift in addition to the one speed in reverse is also arranged for two speeds ahead. This means that when the engine is operating say at half speed the propeller is only turning over at one-quarter speed.

The larger Diesels such as the new line of 60 to 360 hp. engines which are built by Fairbanks-Morse are all reversing and hence the gear shift is not required.

In considering what type of engine to use the fisherman is also confronted with several other points. Every piece of machinery, no matter how well built, will give more or less trouble as the years go by. If the fisherman has bought an engine from a reliable manufacturer who is equipped to render prompt and efficient service, then such troubles do not amount to anything. If, however, the fisherman has bought an engine from some concern that tries to escape the responsibility and troubles, and who does not give good service then there is likely to be much dissatisfaction with the engine.

In summarizing it is well to remember that the Diesel engine will operate at a lower fuel cost than any other type of engine; that an engine should be simple to operate; and, the purchaser of any engine should deal with a house of unquestioned integrity. The waters of the Atlantic coast are filled with vessels using heavy oil engines of the semi and Diesel types which have given excellent satisfaction. If the owners are interviewed it will invariably be found that the engines have been purchased with these viewpoints in mind.

Diesel Engines for Fishing Craft

(Continued from Page 17)

the small knob shown just a little above the center of the engine, will vary the speed from full speed clear down to where the engine is just turning over. Where the engine is to be operated for long periods at a slow speed the governor control wheel is turned and the engine operates at the slow speed under governor control; that is, the speed will not vary over or above the speed for which the governor is set.

In addition to the unusual control feature of the modern Diesel many such engines are equipped with gear shifts very similar to those used in automobiles. The new Fairbanks-

Free Pictures and Calendars

FISHERMEN who like nice pictures and calendars couldn't do better than to get a few postcards and send to the Columbian Rope Co., Auburn, N. Y.; the Vacuum Oil Co., Dept. C, 61 Broadway, New York; and the United Sail Loft, Gloucester, Mass. The Columbian Company is offering fine colored reproductions of the famous painting the Half Mast Flag. This picture is by the same artist, Charles Robert Patterson, as the pictures of square-riggers which are known by all fishermen through the Columbian calendars. The Half Mast Flag, however, illustrates a fishing schooner, rounding Eastern Point after leaving a man "out there."

The other two firms have good tide calendars, free for the asking, illustrated with fishing scenes. While you're at the business of sending, don't overlook the Fisherman's Almanac if you haven't already secured a 1927 copy.

359257A



By M. E. McNulty

SCALLOP fishing thus far this winter in the Bay of Fundy has been of the up and down type. During November, conditions were excellent and large catches were made, with ready sales offering. During December, not one of the fishermen reported satisfactory fishing. This was due to the unfavorable weather, there being a super abundance of high winds and heavy seas. Practically all of the boat owners tried to continue the dragging operations, but only a few of them met with even a vestige of success. There were some who received \$10 to \$20 in scallops for the Yuletide month. In addition there were a number who met with mishaps to their boats, meaning repairs had to be made.

During January, conditions were again satisfactory for the major part. The lack of continued blows resulted in some good catches being made, and the boats being out most of the time. The demand for scallops in the bay continues excellent, the prevailing price during January being about \$4.25 per gallon. Approximately, seventy per cent of the scallops are shipped to the Boston market. It is only within the past ten years that scallop fishing in the Bay of Fundy has been developed to its existing importance. And the most distressing phase of this winter's situation is that the demand and price have remained firm while the fishing conditions have been very unsatisfactory. With the price attractive many of the men persisted in braving the elements and the rough seas, but with no tangible results on the profit side of the ledger.

During the past few years, the demand for the Bay of Fundy scallops from the Boston market has increased annually, and the immediate outlook is for continued increase.

The opening of the lobster fishing season in the Bay of Fundy found all of the fishermen ready for the trapping operations. Lobster fishing is becoming more attractive each year, this improvement being attributed to the development of the Boston and New York markets. It is estimated that approximately seventy-five per cent of the lobsters caught in the maritime provinces' waters are shipped to Boston and New York. Not only are the lobsters shipped in barrels and crates by regular steamer from Yarmouth to Boston, St. John to Boston, and Halifax to Boston, but over 80 lobster smacks are used in the exclusive transportation of the live lobsters between maritime ports and Boston, during the season.

For a month prior to the formal opening of the season, most of the fishermen were readying their paraphernalia for the start in lobstering. Thousands of new traps were made. Gear was also repaired, during December and up to and beyond the opening in January. The indications at present are for an excellent season, according to veteran lobstermen. Many of the men who have been operating in other fisheries have been devoting all their attention to lobsters since the ban was lifted. Even early in the season some large catches were reported, and the shipments to Boston were very heavy, both by steamer and smack routes. The Montreal market is also taking more of the maritime lobsters than in previous years, but totally unable to compete with the Boston market.

In the death of J. A. Dunn, sardine fishing in the Bay of Fundy lost one of its interesting figures. Mr. Dunn had maintained sardine weirs at Beaconsfield, N. B., for some years. Like many others Mr. Dunn had been a sufferer from the depredations of seals. These marauders had destroyed valuable gear, besides devouring the fish caught in the weirs, having repeatedly broken into the weirs.

Mr. Dunn advocated a bounty on the seals on the theory that with a price on the head of every seal, the fishermen and others would hunt these fish, and in a few years, this menace would be greatly reduced. He asked that the Cana-

dian government take action in this connection. Like most other vital questions, the Canadian department of marine and fisheries was inactive on this need. Mr. Dunn's weirs during the recent years had been damaged frequently by the seals.

Since the opening of the bag net smelt fishing large catches of the smelts have been made between Bay Chaleur and Cape Tormentine. Gill net fishing has been permissible since November 1. The prevailing prices to the fishermen have ranged from 6 to 8½ cents per pound. With the gill netters getting higher prices than the bag netters because of the larger fish. It has been noticed that the smaller smelts have been unusually numerous among the bag netters this season. In spite of the mild weather that has prevailed, the smelt fishermen have been doing satisfactorily. At the outset over 100 tons of the smelts were frozen for shipment to Boston and New York, from the Cape Tormentine area alone. The shipments will continue until Spring.

Smelt fishing in the vicinity of Point Aux Carr has been reported as not better than fair. Not only have the fishermen met with disappointment in the catches, but many of them met with severe loss recently. A high wind detached a huge piece of ice off the point and it went adrift with 170 nets. The ice was driven forward in the gale until off Burnt Church, where attempts were made to retrieve the nets. However, not more than sixty per cent of them were recovered. If all the nets had been lost the total would have reached about \$20,000.

In the death of Ingram Saunders the fishing industry in the Bay of Fundy lost one of its important figures. For many years he had operated out of Sandy Cove, where he made his home, and where he passed away at the age of 67. Mr. Saunders had engaged in diversified fisheries. Not only had he maintained a number of fishing boats and supervised his own fishing operations. He had bought fish from other fishermen in the Bay of Fundy and had been a consistent shipper to the Boston market. He had handled large quantities of haddock, cod, pollock, scallops, herring, lobsters, etc. He was also interested in curing activities. For about two years prior to his death, Mr. Saunders had been in ill health but had continued to manifest an active interest in his business, until about six months prior to his death. He made several journeys to Boston and had been under treatment in hospitals and by surgeons there, for stomach trouble, but obtained no relief. For a month prior to his passing, his condition became alarming and death was expected at any time. A call was sent to Harry Saunders of Boston, only son of the deceased who arrived at his father's beside the morning of the latter's death. A daughter also survives, Mrs. Guy Morehouse of Digby, N. S. The funeral was under Masonic auspices, Mr. Saunders having been a member of the order for many years. For a number of years, Mr. Saunders had been a member of the county council, including a period as warden of the municipality.

Leonard Thompson of Chance Harbor was hurried to the public hospital at St. Johns, N. B., for amputation of two fingers on his right hand. His hand had become jammed while hauling in his lobster traps. It was found necessary to amputate the two fingers at the first joint. Mr. Thompson has been concentrating his fishing activities at Chance Harbor for some years, specializing in lobster fishing.

The death took place at West Pubnico recently of Capt. James Amiro, one of the veterans of the bank fisheries. Capt. Amiro had been engaged in fishing since a boy. He had been master of numerous fishing schooners sailing out of various Canadian and New England ports, but for the past five or six years had not been active owing to his great age. Death took place at 88. He had operated in the Bay of Fundy and on the Atlantic seaboard. Capt. Amiro's two sons, Dennis and Capt. Raymond Amiro are both interested in the fisheries at West Pubnico. There are also two daughters, Mrs. M. D'Entremont of West Pubnico and Miss Lucy of Yarmouth.

Two weddings in one morning pepped up personalities somewhat in the staff of D. J. Doiron & Son, Ltd., of Shediac, one of the fish packing and curing firms on Northumberland Strait. Frank Gallant, foreman of the staff and Amedee Bourque, another employee were the grooms. Mr. Gallant's bride was Miss Delia Bourque. Mr. Bourque married Miss Leone Richard. The marriages took place in the same church, and by the same clergyman.



By Joseph C. Allen

EVERYBODY is darned glad that it's February and you may lay to that. No, not everybody, either, for there are a bunch of our lads who never want to knock off duck hunting, but outside of them everyone is jickled to death.

We've had more snow and cold weather for this section, it hasn't reached zero but once and didn't stay there then but twenty above is plenty cold enough when you're not used to it. Then we've had a bunch of fog, just as every place has to the south of us, clear to the Gulf of Mexico and as far north as it could lay without turning to snow.

What with one thing and another there has been mighty little fishing done around here during the last four weeks.

Up to the fifteenth when the duck season closed it was a common sight to see a lonesome skipper setting on the house of his schooner and wondering when in blazes his crew would come in from the marshes. Some of those lads followed the ducks so close that when the season closed they couldn't talk at all for days. All they could do was quack and when they got out on the grounds and hauled in their first bag they began looking around for guns to shoot the fish.

Of course the scallop and quohaugh fleet is never tied up except for bad weather. They are one-man boats and there are so many that two or three hunting parties can stay ashore and hardly be missed from the bunch that are out with the rakes and dredges.

The shellfish catch has been small though, on account of the weather, only one week's catch being anywhere near what it should be. That was just after a blow that stirred up the weed and left the scallops where the boys could find 'em.

The little draggers haven't been doing anything with the exception of a couple who are quohaughing in the bay and one or two who have been doing some handlining. Ed Dalen of Menemsha Creek and John Salvadore of Edgartown draw the prizes for being the most active of the small-boat fishermen outside.

Those lads run off-shore until they can take a range from the Azores and their boats are the smallest ones that go to sea during the winter. Regular fish-killers they are and they'll probably have schooners one of these days.

We had a couple of bales of letters shipped us from the fish and game division of the Department of Conservation telling us all about where the flounders got their carbolic cocktails which bothered the fish dealers and dry agents so much a while ago. There's some mighty good scouts in that outfit and they sent along everything that the scientific sharks would find. There is no more trouble with the fish, but the information may do someone some good if the flounders begin to smell of iodine again. "The fish are perfectly good for food," said the professors, and they sailed right in and ate two or three barrels of 'em just to prove it. They didn't smell when cooking either. But it seems that the smell grew stronger with the length of time that the fish remained out of water. Also, that the fish which had been gutted while fresh smelled little if any. The examination of the contents of the flounders' mess-kits, showed that those that smelled strongest had been eating sea-anemones. Some of these insects were laid out on a floor overnight and they gave out the smell in the morning.

The professors, therefore, conclude that the medicated fish got that way from eating the anemones and that its too late now to pass any law to stop 'em. But they also say that if the freshly-caught fish are gutted they will not smell a bit and they can eat anemones and be glorified.

To get back on the soundings again, the events of the month are as follows. The first week, a big fisherman schooner, *A. Roger Hickey* of Boston, went ashore at Chatham a few miles to the eastward of us. No one was lost, praise be! That same week it was reported that Rube Cleveland's

catboat went aground in Vineyard Haven harbor on the pile of discarded carburetors that he had hove overboard.

The week of the 7th, Ed Dalen ran so far off shore that he was hailed by a Portuguese gunboat and told that he would have to be inspected by a doctor if he intended to land at Fayal. Also, Sam Cahoon who buys some of our fish and quohaugs, announced that he had received his tenth or fifteenth permit and could now ship "hard clams" to New York. The shells, don't have to be labeled yet, but some darned fool will probably think of it soon.

During the week of the 15th the Edgartown lads found some scallops and the price went up at the same time, such a thing was never heard of before and the boys figure that the end of the world must be near. That same week Capt. Josiah Pease who has just had a new cat-boat built, announced to the wide world that he should carry just as much canvas as he ever did, even if he has got his first engine. "I'll never have to be towed in, if there's a breeze," says he.

The third week of the month brought us the fog. So thick that a man could stand on it if he didn't stamp his feet and so wet that fish swam right up out of the ponds and dropped into chimneys where the heat had burned the fog clear. Such lads as took a chance and went out reported that the otter-trawls were water-born clean to the mast-heads and that when a boat stood right square on her nose the propeller couldn't race because of fog. They didn't stay out long because the fog dropped down the galley stacks and put out all the fires so that they couldn't have any hot coffee and everyone knows that a man can't fish without coffee and tobacco.

One other thing was noted that week. Every time Art Gelinis of Edgartown stirred off the beach, it rained like the devil in less than five minutes. Some of the boys are thinking of making a deal with the farmers about next July when the weather is dry.

Our cold snap came during the last week and froze the smoke from engine exhausts and the spark on the battery wires. Some of the side-lights froze, too, and couldn't be turned out until they thawed. But the cold was gone in a few hours and we had some more fog. The last day of the month was made to order and that's why we are all glad, most of us anyway, that January has passed and hope that the coming month will bring us a brand of weather that is just a bit more reasonable.

That's the whole works, but we lads this way are grieved to hear of the illness of The Fisherman's Doctor and are hoping that the old cuss will have his seams all caulked and be off the ways before the next ATLANTIC FISHERMAN comes out.

Urgent and Important

(Continued from Page 11)

man, urging him to wait upon General Lord at Washington, and ask that the sum of \$100,000.00 be granted the Bureau of Fisheries, for the carrying out of the work suggested in paragraphs 1, 2, 3, 4, 5 and 6 of this letter. In writing your Congressman and Senator you should quote these paragraphs in full that he might be fully informed of what we want.

In addition to enlisting the aid of your Senators and Congressman, you should write a letter to General H. M. Lord, Director of the Budget, Washington, D. C., and urge his earnest and sympathetic consideration of our appeal. In your letter you can quote the six paragraphs outlining the work for which the money is wanted.

We are arousing the whole industry to bear down on getting this appropriation and your help is going to show that the Fishing Industry has now a voice. It is about time that we started to get something done for us. Swing in behind this movement strong. Concerted action will bring results.

It is our intention to compose a delegation to go to Washington and interview General Lord on this matter very shortly. Therefore the letters to Senators, Congressmen and General Lord should be written by you immediately. Kindly acknowledge this and advise when you have written.

Sincerely yours,

DANA F. WARD, President,

D. F. WARD—M.



By the Fisherman's Doctor.

Readers will be glad to learn that Doctor Gage writes: "Am much better than at last writing, although far from being in full commission. I get around the house now without crutches, but cannot go out much yet. Have received letters from many fishermen expressing interest and good wishes in my recovery, and some smokes arrived from an 'appreciative reader.' If any of you approach this way, come in and have one."

Nice work, Doctor! You can't get well too soon to suit all hands.

LOBSTERS are not too plentiful, and prices inland and up river are high for consumers, but that argues good for the coast lobstermen who staunchly brave the rigors of winter on the ocean in order to furnish them, and the smacks continue to bring in good cargoes to the large dealers at Rockland and Portland, and they pay lobstermen about fifty cents a pound for them delivered on board the smacks for weighing.

Captain Maynard Herrick of Atlantic has hauled out his smack *Crustacean* at the yard wharf in Mackerel Cove, 'till after danger from ice is over.

Weather has been bad for island lobstermen, and lobsters are skurce. Seth Joyce has taken up his traps and will soon haul out his boat, and maybe spend the rest of the winter in building boats.

Roscoe Joyce has stowed all his gear and is spending the winter with his family in Rockland, along with Lewellyn.

Haddock continue plentiful and in good condition, and auto trucks taking advantage of good road conditions this winter are busy distributing them inland from Southwest Harbor and Mansett.

Several clam canneries have opened on the Washington county coast, and many fishermen and boys have been engaged in digging them. They have been selling at \$1.25 to \$1.50 per barrel.

The J. W. Beardsley Sons plants are busy putting up fish cakes using large supplies of boned codfish and potatoes, and they furnish work for ex-sardine factory workers.

L. H. Simmons of Beals has taken some large loads of lobsters to Witham Brothers at Rockland.

Capt. G. H. Carver has been to Boston with cargo of lobsters for Brooks and Sprague.

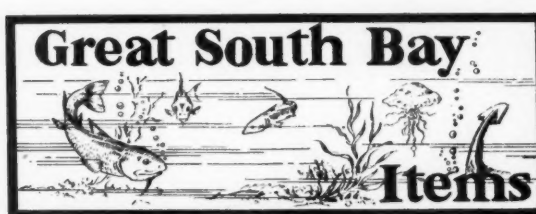
Scallops are being brought to market and retail at \$1.25 a quart. A statement in a Portland Sunday paper on Jan. 9th that scallop fishing hadn't been going on more than twenty years caused David Weed to protest that thirty-five years ago, more or less, he made seven dollars an hour at this work, dredging them between Spruce Head and Castine. A Great Chebeague Island fisherman recently sold eleven gallons at \$4.50 a gallon. Bluehill Bay fishermen are getting some and a few are shipped from Eggenoggin Reach near Deer Isle but they are scarce and prices are high, and most fishermen prefer to ship them to Boston or New York rather than dispose of them in local markets.

The Underwood Company at McKinley are now packing clams, having about finished putting up fisheakes.

Many of the Gott's Island lobstermen are taking up their traps as the weather has been bad, and loss of gear large, and lobsters scarce.

Jones E. Wass of Southwest Harbor, President and Treasurer, with Calvin L. Stinson of Prospect Harbor, Lester L. Wass and Henry B. Wass of Southwest Harbor, as directors, have formed a new fish company and propose to can fish and seafoods.

Marlboro has a good winter industry in digging and shucking clams. They are shipped in large quantities to Bangor and Boston and clam factories and the income is worth while to many of the townsmen.



By Lloyd C. Harris.

THE month of January was one that veritably tried the souls of the fishermen due to adverse weather conditions and an abundance of solid ice together with numerous ice floes in the Great South Bay that hindered both the scalloping and oyster fleets at various times and resulted in considerable damage in some cases to the boats.

At this time the schooner *Dickerson*, owned by Captain William DeGraff ran into hard luck when her engine was completely wrecked near the lightship. It was an oil engine and due to frozen and clogged oil a bearing burned out and the main shaft broken. The crippled schooner had to be towed to Bay Shore where an 80 h. p. C-O full Diesel engine was installed.

During the middle of the month both the scalloping and oyster fishers experienced better weather but again during the last week cold weather held up the operations. The scalloping fleet made one trip that week but it was not a particularly successful one. The best catches were made during the latter middle part of the month when all of them averaged 200 bushels to the boats while some brought in as high as 250 bushels, almost a record cargo.

The oyster steamers managed to get out fairly regularly but during the past week Captain Frank Roger's *Eureka* had a hole stove in her by floe ice as she was returning with a full load of oysters and was not towed ashore until the following day. The *Roselle*, owned by Captain Frederick Ockers, also ran into ice a few days before and a serious leak resulted so that she had to be hauled out at once on Lambdin's ways.

With the recent addition of the *Hazel H.*, by Schaper Brothers, the fishing fleet running out of West Sayville is now one of the largest on the coast, quite a record for so small a port. Edward Buys and Wolfer Koman are both having boats built at West Haven and the South Bay Fish Company is having one built at Brookhaven so that the fleet will be increased to about 30.

Much interest as well as united opposition has been aroused here regarding the bill before the legislature of the state of New York to prohibit the catching of fish by pound nets from Fire Island Inlet west to the coastwise boundary of New York and New Jersey. The bill was before the Islap Town Board the last week in January and nothing but opposition was expressed.

The passage of such a bill, which is aimed for the pleasure of amateurs, who contend that the fishermen are exhausting the fish supply, would practically do away with a large part of the fishing industry off the Great South Bay and would automatically do away with the livelihood of hundreds of men. In the meantime means are being taken to fight the passage of such a bill which is apparently intended to benefit a few of the summer sports at the sacrifice of one of the oldest of Long Island's industries.

With the transfer of Lieut. Commander Simon R. Sands from the Coast Guard headquarters at Bay Shore to Portsmouth, N. H., there will be removed from these parts the man that spelled doom for the rum runners and who cleared the Great South Bay and the Fire Island Inlet of these law violators.

His arrival at the Bay Shore station was at a time when rum runners were literally crowding fishing boats out of the picture off the south shore and when Fire Island Inlet was a wide open thoroughfare for rum runners. Confronted by a difficult, and perhaps dangerous situation, Commander Sands, shifted men here and there at the stations and took up the gauntlet thrown down all over the island. Additional cutters were provided and little by little the vigil increased until a 24 hour guard was exercised. In the meantime numerous nasty accidents took place and in one case nine lives were lost but ultimately Fire Island Inlet was plugged up tight against the entrance of rum ships. These were eventful days for the fishermen whose open road is the Great South Bay and the Inlet and it is with much regret that his transfer to Portsmouth this spring is noted.

News from THE Provinces

IN the preliminary review of the fish catch in Nova Scotia during the last year, which has just been issued by Ward Fisher, Chief Fishery Inspector for the Eastern Division of the Department of Marine and Fisheries, shows an increase for the year of 67,000,000 pounds. Mr. Fisher stated that never in the history of Nova Scotia, has the increase been as great as for the past year.

The total catch not only exceeded that of 1925 but was the greatest in the history of the province. The catch was 314,000,000 pounds as compared with 247,000,000 pounds for 1925.

The total quantity of all fish landed for 1926 was 313,730,700 pounds with a landed value of \$8,483,671. The total quantity of all fish landed for 1925 was 248,337,500 pounds with a landed value of \$7,167,851. The following table shows the principal varieties and values for 1926.

It is estimated that the market value of all fish and fish products will approximately reach \$12,000,000 for the past year, as compared with \$10,180,734 for 1925.

The special December lobster fishing season, for the short district from Cole Harbor westward to Herring Point, Lunenburg, which was established in 1923 with a size limit of 9 inches, has been of great value to the fishermen, many of whom are able to operate other fisheries during the winter season.

The past month was the most prosperous for the four year period, the catch being 132,300 lbs., valued at \$52,980 as compared with 58,800 lbs., valued at \$23,520 for December 1925. The greater portion of the catch was taken in Halifax waters, only 26,000 lbs. being captured in the Lunenburg section of the district.

The greatest increase was in the East Dover district. Here the fishermen adopted the practice during the spring fishing season of returning the small lobsters to the sea. It is stated that the general opinion of the fishermen is that this practice largely accounts for the heavier catch during December, as many of the small lobsters preserved during the Spring season increase in size to reach nine inches or over in length by the following December, with the result that legally seized lobsters were more plentiful.

Another one of the fisheries that showed a large increase was the scallops. The catch for December was 5,258 gallons, shelled valued at \$20,480, as compared with 2,962 gallons valued at \$8,815 for December 1925. The total production for the year was 39,519 gallons, valued at \$136,222 as compared with 24,561 gallons valued at \$75,000 for 1925, an increase in production of 14,958 gallons valued at \$61,322 over the previous year.

One of the interesting features to note, is the showing of the remarkable growth of this fishery. The production for 1924 was only 14,843 gallons with a value of \$49,192.

Lobster fishermen in the vicinity of Peggy's Cove reported a successful month for December. They lost no traps and the prices paid for lobsters were 70 cents for large and 40 cents for medium. The month of fishing was a great benefit to the fishermen financially. The last day of the season Arthur O'Neill and Gerald Levy of Hackett's Cove purchased all the lobsters.

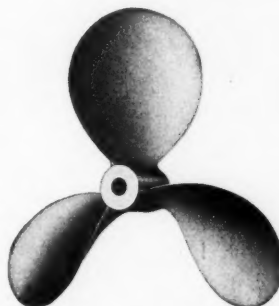
Some 450 barrels of pickled beef, purchased in the United States, reached Lunenburg during the first week in January. The shipment it is understood, will be used in connection with the outfitting of fishing vessels bound to the banks in the early spring.

Smelt fishermen operating in the Coves of LaHave River during the first of the year were reported unsuccessful due to the lack of ice.

Captain Gerald Backman relieved his father Captain David Backman, of command of Leonard Fisheries trawler *Loubyrne*, several trips last month when the trawler sailed out of Halifax for the Banks.

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Fishing Boats of Martha's Vineyard

(Continued from Page 15)

About the time that the Nomansland boat reached the height of its perfection another type of craft made its appearance on the Vineyard fishing grounds. This was the catboat, although differing materially from the present day models.

In size they were larger than is common today, ranging from 28 to 35 feet over all. They were of deep draught and low free-board, with but little sheer and had plumb stems and over-hanging sterns. Many of them had decked cockpits although there were some which were simply sheathed, with a few feet of flooring in the stern-sheets after the fashion of the double-ender. All had living quarters aboard, called "cabins", although built in the eyes of the boat.

Their rig was not the real cat, as many carried a jib, and the larger types had the mast stepped back to make more room for the headsail. Flat and beamy though they were they were excellent sailors, especially in heavy weather and when "broadside on" resembled the English cutter sloop. An occasional boat of this type may still be found around the Island, but if in use, will be stripped of her canvas and equipped with an engine.

Before these boats had become plentiful in Vineyard waters the Crosbys had begun to build catboats and as they turned out a superior model, they became the most popular boat around the Island vicinity. While the first of these boats had plumb stems, the sterns were square. They were somewhat smaller than the first catboats and of shoaler draught. All had tight-decked cockpits and few of them carried any headsail. The "high-headed" type soon made its appearance and these were the catboats that made history.

From 22 to 25 feet over all was the size in general use among the Vineyarders. Many had fish wells on either side of the centerboard box, some steered with tillers and some with quadrant-wheels but all were fast sailers. The masts were stepped so far forward that some of the old timers declared that mast and stem were made in one piece. The only standing rigging was the single head-stay and it is still a marvel that the weight of the great sails did not split the boats in two.

The single sail of the catboat often contained 100 yards of canvas, and sometimes more, and even the 22 and 23 foot boat carried 75 yards or better. No other type of fishing boat was ever subjected to such strain and certainly no such press of sail was ever carried on a single unsupported spar. Yet accidents were extremely rare.

When the gasoline engine was introduced somewhere about 30 years ago, fishermen valued them only as an auxiliary to the sail and many were loathe to install them at all. In the course of eight or ten years, however, nearly every Vineyard fishing boat was carrying some sort of a "kicker".

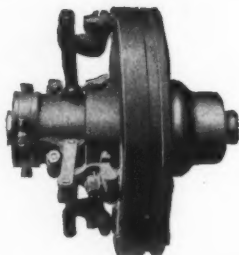
They were from three and one-half horsepower to ten, according to the size of the boat. Most of them were of the heavy duty type with the "make and break" sparking device. The two-blade propeller was commonly used since it could be turned up behind the sternpost when sail was to be used and thus prevent much of the dragging. The sail was still carried, but the booms of the Nomansland boats were left ashore and the sails of the catboats were cut down considerably.

Up to this time, there had been very little "vessel fishing" done by Vineyarders, but a few of the bolder spirits had been building bigger and bigger boats, principally the sloop-rigged catboat models and schooners and these men have built up the deep-legged Edgartown fleet which now sails offshore, going south as far as Virginia in the spring months.

So far as is known only one fishing vessel was ever built on the Vineyard. This was a schooner designed for Grand Banks fishing. She was of about 100 tons register, and was afterward refitted for whaling. Probably the reason for the scarcity of large fishing boats in these waters is that it was not necessary to go any great distance to find fish until a very few years ago.

Of our Vineyard vessels there is little to say except that they have been kept up to the standards set by the mainland fishermen. The same may be said of the smaller craft of today. Since the gasoline engine was accepted as a principal means of propulsion there have been very few boats built for our fishermen which were designed for sail carrying.

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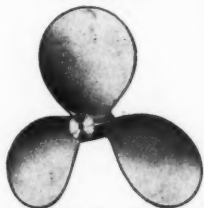
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COLUMBIAN *Bronze* PROPELLERS

While there are still a great many catboats in use, few of them carry any sail, and many have no masts. The top masts and bowsprits have disappeared from the schooners, and the Nomansland boat has well nigh vanished. Poorly adapted to "power" they lasted only a short time after the sail was abandoned. Only now and then may one be seen.

In place of these faithful old time wind-jammers the launch model has been adopted. These boats are of all sizes, but they run larger, generally speaking than the boats of 30 years ago.

The big lobster boats are built and equipped for otter trawling and are much larger than the catboats used to be, while the smaller boats are considerably larger than the Nomansland boats. They are all fast, they venture farther to sea than the older types of craft did and they are much more comfortable. Equipped with gasoline winches and derricks and having pilot houses, electric lights and various other improvements, they have lightened the labor of the fisherman to a great extent.

The present generation of fishermen swear by these boats. Never having had much experience with other types, it is difficult for them to imagine anything quite as good as what they have. But the fact remains that these new boats of the present day are wholly dependent on gasoline as a propelling power. They are not built to carry sail and can't do it.

Older men who have fished in the days when wind and white ash were the only known means of maneuvering a boat around, still cling to the sail to a great extent declining to trust the engine wholly, in spite of vast improvements since they were first introduced. Perhaps that is because they are old, but more likely it is because they know what might occur if a boat gets into difficulty when no other is near.

At all events, no fisherman will deny this statement, that the boat of the present day is the largest, fastest, most comfortable and most efficient that the Vineyard men ever used. She is also the ugliest looking, and most helpless, if her engine goes out.

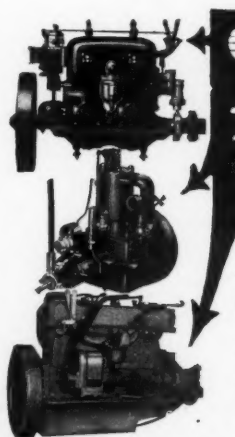
Beals, Maine, January 31, 1927.

IN the January ATLANTIC FISHERMAN, under the head of "With the Vineyard Fishermen", I noticed a small yarn in the closing items in regard to a story told by a native of Nova Scotia, who now is in Vineyard Haven, relative to the size of clam that grow down around that section of the country, now I wish to verify this gentleman's story that he may not be keel-hauled as it was voted to do. I have been down around Nova Scotia quite a bit and can vouch for this man on telling yarns for I have seen clams there that grow to the length of 12 feet and they have to dynamite them to get them out of the channel that they are dredging.

This little story reminds me of the time that a Jonesport man by the name of Jerry Faulkingham, now passed to the Great Beyond, was digging clams down at Shoreys Beach, on Roanoke Island, and was successful in excavating a huge clam that was later purchased by a Mr. Hinkley to be used as a bath tub which measured around eight feet in length and four feet wide. So out of respect for our Nova Scotian I would advise that you let him go free this time as he knows what he is talking about.

Yours for truthful yarns,

CAPTAIN S. E. PEABODY.



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